MARINE RECORD

ESTABLISHED 1878.

VOL. XX. No. 10. CLEVELAND---MARCH 11, 1897---CHICAGO. $2.00 Per Year. 10c. Single Copy.

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To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interest of Lake Carriers, and improve the character of the service rendered to the public.

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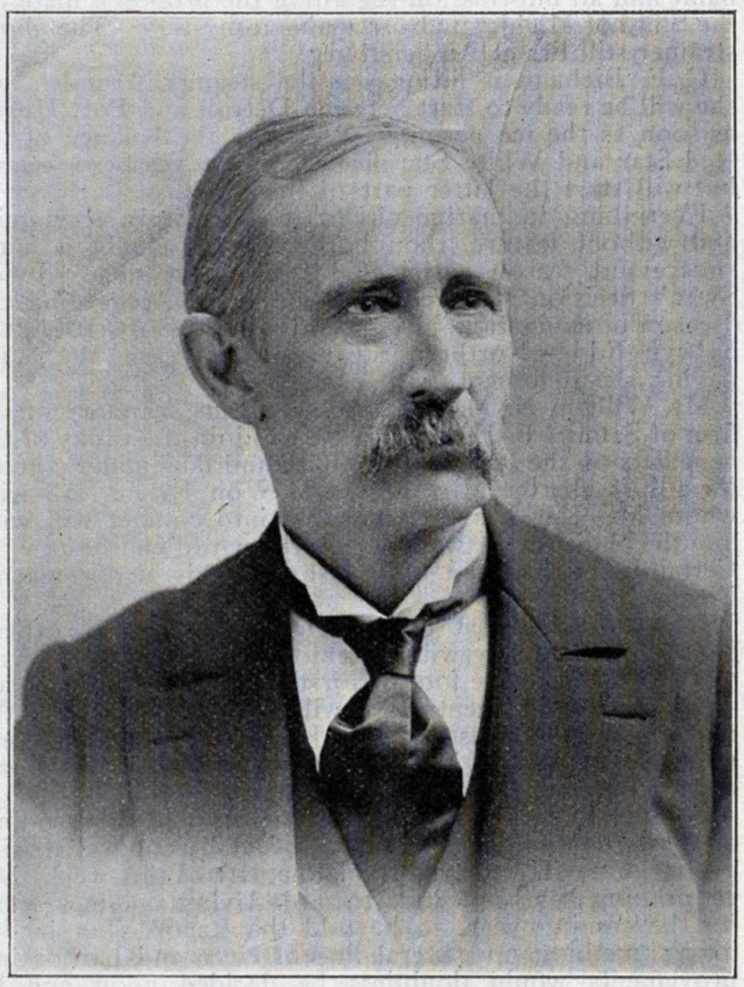
CAPT. E. P. CHANCELLOR.

Capt. E. P. Chancellor, the present United States Supervising Inspector of steam vessels for the Seventh District, with headquarters at Cincinnati, Ohio, was reared at Parkersburg, W. Va., and has been identified directly with steamboats and steamboat interests more or less for a period of over thirty-five years. He has planned and built a number of successful steamers, and has held a master's license for over twenty years, and also has his thirteenth issue as first-class pilot on the Ohio River between Pittsburg and Cincinnati and to the head of navigation on the Great Kanawha River. He was also licensed as an engineer of steam vessels in the year 1862. He has given much time, attention and study to steamboat machinery and is up-to-date on everything pertaining to the same. Of correct habits, intelligent and of good education, with the long and general practical experience which he has had in building, repairing and managing steamboats, he is probably as well qualified for the position he has filled so satisfactorily to all concerned as any one of his numerous predecessors.

He is always genial and polite and popular to a degree with steamboat men, as well as at home in Parkersburg, where he has held a number of municipal and county places of trust and responsibility, having resigned the office of president of the County Court of Wood County, W. Va., to accept his present position, that of Supervising Inspector of the Seventh District, to which office he was appointed by President Cleveland on the first of May, 1894.

He was the chief organizer in the year 1876, and president of the Parkersburg & Ohio River Transportation Co., which owned and operated the steamers Emma Graham, Chesapeake, W. P. Thompson and Katydid; the same company established the first line of stern wheel steamers between Pittsburg and Cincinnati. In 1880 he established the first packet line running between Pittsburg and Charleston on the Great Kanawha River. He is a hopeful and enthusiastic advocate of the immediate improvement by the general government of the Ohio River by a continuation of a system of locks and dams similar to the one in successful operation at Davis Island, five miles below Pittsburg, and confidently believes that these improvements completed, would pay for all expenditures for the same in benefits to the people of the United States every ten years, besides enhancing the value of property along its course more than double in the same period.

The Seventh District is the most important of any of the Western River Districts, extending from Carrollton



CAPT. E. P. CHANCELLOR,
U. S. Supervising Inspector of Steamboats.

80 miles below Cincinnati to Pittsburg, including the Ohio and eight navigable tributary rivers, a total length of over 1,200 miles of steamboat water.

TREASURY DECISIONS RELATING TO VESSELS.

From and after July 1st next the Act including the following section goes into effect, approved March 3, 1897.

Sec. 9. That fees for the entry direct from a foreign port and for the clearance direct to a foreign port of a vessel navigating the waters of the northern, northeastern and northwestern frontiers of the U. S., otherwise than by sea, prescribed by section forty-three hundred and eighty-two of the Revised Statutes, are abolished. Where such fees, under existing laws, constitute in whole or in part the compensation of a collector of customs, such officer shall hereafter receive a fixed sum for each year equal to the amount which he would have been entitled to receive as fees for such services during said year.

THE GREAT EASTERN TO BE ECLIPSED.

The Great Eastern, that majestic failure in marine construction, is at last to be outdone in size. The White Star Line has contracted with Harland & Woff for the construction of a mammoth passenger steamship which is to measure 704 feet in length, or twenty feet longer than the Great Eastern. The new vessel is to be named Oceanic, after the pioneer steamship of the company. Work on the Oceanic is to be commenced at once, and it is expected that she will be ready for launching in January next. A steamship of such gigantic proportions as the Oceanic will necessarily require a tremendous engine power. But while a record-breaking pace would be easily possible from an engineering point of view, no such triumph in speed is being contemplated. Profiting by the experience gained from those comparatively slow yet highly economical vessels, the Britannic and Germanic, the White Star Line in its new venture will not make any sacrifices to mere speed. In her internal arrangement the vessel will be an enlarged reproduction of the Majestic, except in so far as improvements may have suggested themselves in the size and fittings of the rooms, and which may be rendered practicable by the increased dimensions of the ship itself. It is interesting to compare the length of this new giantess with that of other leviathans now in service or building. For many years the Anchor Line steamship City of Rome outclassed her 561 feet of length over all other vessels in the transatlantic service so far as dimensions went. She had to take second place when the Cunarder Campania came out with her 620 feet of length over all. The Kaiser Wilhelm der Grosse, now in course of construction for the North German Lloyds, has still greater length, measuring 649.6 feet. The big Hamburg-American freighter Pennsylvania, which recently arrived here on her maiden trip, has a deck measurement of 585 feet in length.—American Shipbuilder.

EASTERN FREIGHT REPORT.

Messrs. Funch, Edye & Co., New York, furnish the Record with their usual weekly freight report, as follows: The list of steamers fixed for grain, as per subjoined particulars, must unfortunately be looked at as representing the highest rates of freight likely to rule for some time under the momentary outlook. The fact that several boats, near-by or on the coast, were relet by original charterers at cost price or below this, would seem to indicate that no pressing prompt demand exists. As a matter of fact, charterers are looking to backward rather than to near boats. A feature of the market, as we find it to-day, is the entire absence of demand of tonnage for the Baltic, a fact most appreciably reflected in the difficulty of securing small parcels for berth boats. The demand for timber boats from the Gulf has slackened off quite considerably, but we find still some inquiry for a boat or two for cotton from South Atlantic ports. Whilst at the moment shippers of case oil for the Far East show no disposition to meet owners' figures for this cargo, we rather hope that the continued scarcity of sail tonnage will eventually cause an advance for steam tonnage in default of sailers.

Settlements of sail tonnage have been light since our last report, and vessels remain scarce on spot and are but sparsely offered to arrive. Rates of freight consequently remain very firm, with good prospects for the near future. Petroleum in barrels for Europe forms virtually the only exception to the above on this market, being in extremely light demand. Rates for larger spot vessels are very low, whilst for this tonnage to arrive an acceptable bid is practically unobtainable.

NEWS AROUND THE LAKES.

CHICAGO.

Special Correspondence to the Marine Record.

Capt. A. L. Fitch chartered the steamer J. J. Hill for corn to Kingston at 4 cents.

The tug Welcome was in the I. T. Line's floating dry-dock for some calking.

H. W. Cook & Co. chartered the steamer Germanic for corn to Kingston at 4 cents.

The Dunham Tug Co. towed the steamer Mecosta to the Danville elevator to load grain.

Capt. Jas. A Calbick was down at his office on Tuesday, his first visit since his sickness

Capt. John Prindiville chartered the steamer Lansing for wheat to Sandusky at 2⅜ cents.

The Independent Tug Line towed the steamer J. J. Hill to the Union elevator and the steamer Germanic to the city elevator to load grain.

At the present time there are not more than two dozen of the grain fleet of steamers in winter quarters at this port, which are not loaded, one-half of which are line steamers.

The Chicago Shipmasters gave a progressive pedro party and banquet at their hall Tuesday evening, March 9th, which was well attended and a very enjoyable evening was spent.

Capt. Jas. A. Calbick & Co. chartered the barges Sophia Minch, George H. Warmington, Halsted and Middlesex for corn to Kingston at 4 cents; the steamer John N. Glidden for wheat to Kingston at 4¼ cents.

At Miller Brothers' shipyard the steamer Atlanta was in dock and had her wheel fastened. The U. S. light-house tender steamer Dahlia is in, having her bottom cleaned and painted.

The Goodrich Co.'s steamers City of Racine and City of Ludington are receiving new water bottoms to their boilers and new stay bolts where required. The company's steamer Indiana has received similar work on her boilers.

Fitzsimmons & Connell are having a new marine boiler 6x13 1-2 feet to be allowed 150 lbs. steam pressure built by Tobin & Hamler, boiler-makers, for their tug Monitor. The Monitor is also to receive new engines, 17x18 inches each.

Geo. C. Blair, recently of the firm of Carr & Blair, has entered into partnership with H. W. Cook. Mr. Blair is well and very favorably known among vesselmen and his many friends wish him great success in his new partnership.

In addition to the expensive repairs which the Goodrich Co.'s steamer Sheboygan is receiving at Burger & Burger's shipyard at Manitowoc, the side stairways leading to the main saloon will be removed and a center stairway put in, which will be a great improvement for passengers.

The candidates for the vacant hull inspectorship in the Grand Haven district are said to be Capts. W. F. McGregor of Milwaukee, William Nicholson of Grand Rapids, Bliss of Muskegon, Honner, Beauvais, Parker and Miller of Grand Haven.

Work in connection with the new Great Lakes Register is progressing so slowly that its issue may be delayed until very late in the season. A vast amount of labor is involved in the preparation of this register, as it deals not alone with the condition and construction of hulls, but with the condition of machinery, boilers and boiler connections in steamers also. Thus a great deal of ground must be gone over in order to reach results, and the rate of progress cannot be otherwise than slow.

Thomas Bagley, yacht and boat builder, has just completed for the United States light-house department two large Mackinaw two-mast cat boats, 24 feet long, 7 feet beam, 3 feet deep; one for service at Poverty Island and the other at North Manitou Island. He has also contracted to build for the Goodrich Transportation Co., for their passenger steamer Virginia, four new life-boats, to be built of cedar, 24 feet long, 6 1-2 feet beam, 2 feet 8 inches deep with air tanks at each end and air tubes on sides under the seats. He is also building several yawl, sail and row boats for the coming season.

BUFFALO.

Special Correspondence to the Marine Record.

Pfohl & Son, who bought the sunken steamer Grand Traverse as she lies off Colchester, are negotiating with the Canadian government for a permit to raise her.

The Canadian steamer United Lumbermen and tow are under charter for lumber from Georgian Bay to Black Rock for the season at $1.25 per 1,000 feet. This is a very low season freight rate.

The Northern Steamship Co. will build a large grain elevator, to be fireproof, at Buffalo this season. It will hold 2,500,000 bushels. The bins will be of steel and of 80,000 bushels capacity each.

The Standard Co.'s oil barge has been taken out of the upper Union dock and the Rochester put in for her rebuild. The work on the New York and Syracuse is now pretty well advanced. The Syracuse will be entirely new above her steel hull except her cabins. That is to say, she will have entirely new upper works.

D. S. Austin died in this city last week. Mr. Austin was at one time engaged in the shipchandlery business at Buffalo, and while thus engaged acquired a prominence in that direction which made him known along the entire chain of lakes. Later in life he dealt in real estate and mortgages.

John Collins, an old lake captain recently employed by the Erie Railway as a flagman, was killed by a passenger train at this port last week. Deceased was 60 years old. He had sailed on the lakes and at one time owned two vessels. Failing health compelled him to retire from lake work and he became a railway employe.

Hingston & Woods, contractors, are considerably put out on account of the delay to their work on the new Carnegie docks at Conneaut. It was expected at the outset that the docks would at least be so far completed that they could be used by July, but that will be impossible now. The delay has been caused by the changes in the plans and is therefore chargeable to the owners and not the contractors.

There are now at this port eight vessels that have not been unloaded since their arrival last fall. They are the Rappahannock, V. H. Ketcham and Barge 118, with wheat, the Thomas Maytham with corn, the C. B. Lockwood with rye and the Armenia, Granada and Progress with flaxseed. The total quantity of grain afloat in lake vessels at the present time is about 458,000 bushels. Small portions, however, are being taken out of some of these vessels gradually.

DETROIT.

Special Correspondence to the Marine Record.

Capt. Alex Ruelle, tug owner, has bought a Worthington pump for testing boilers.

The steamer Frank E. Kirby has had her new propeller boxes completed, and the work of putting on a new main deck goes rapidly forward.

Early Saturday morning the north passage cleared of ice as far as Colchester light, and the probabilities are that it will soon be clear as far as the mouth of the river.

The Frontier Iron Works are keeping a large staff of skilled workmen employed, but chiefly on stationary jobs, however, a fairly good marine patronage always falls to the share of the Frontier and there is good work in sight.

Grant Grummond has made no further announcements regarding the starting of the State of Michigan. The name and all information regarding the proposed mate for the State of Michigan also remains a mystery. The above steamer still lies at Amherstburg.

C. E. Bielman is fitting out the steamer Arundel, and she will be ready to start between Detroit and Port Huron as soon as the ice permits. Work on the balance of the Red Star and White Star fleets has not yet been begun, but will start the latter part of the month.

Everything in marine circles in Detroit is very quiet and without feature, though there is no doubt a fairly sunccessful season anticipated by Detroit men. Judge Swan's decision rendered some weeks ago, regarding the "season of navigation," has been the means of settling the Selwyn Eddy—Northern Steamship Co. case, the latter paying the judgment, with costs.

Mr. William N. M. Kay, the courteous secretary of the firm of Samuel F. Hodge & Co., will join the ranks of the benedicts on the 24th of this month and take under convoy for a life's charter Miss Emma M. Von Essen. All with whom Mr. Kay has been brought into contact will wish him the choicest blessings which the world can bestow. Certainly he has the best wishes of his many marine friends.

It is probable that the ticket office of the Northern Steamship Company will be removed from Jefferson Avenue and taken to the foot of First street. Fred Joslyn, assistant to freight agent Hart, will resume his place at the office again this season. Mr. Joslyn made himself very popular last season by his courteous conduct, and will meet a lot of friends on his return.

Colonel Lydecker is at Michigan City and other points in Western Michigan attending to details connected with his business. He returns the latter part of this week. As yet nothing has been done towards laying out new work for the coming year, so he told the Record, but before long something on general line of river and harbor improvements would doubtless be decided upon and he would receive instructions.

The Detroit Dry Dock Engine Works, Mr. Charles B. Calder, superintendent, are full of work at the present time. I find a number of boilers in process of being fitted with the Howden hot draft, also compounding several engines, and have almost finished two new engines for the St. Louis car ferries, plans for which Mr. Frank H. Kirby, of the Detroit Dry Dock Co., got out some months ago.

Sveral teams left Kingsville, Ont., bound for Pelee Island, on Friday, and several more were to start on Saturday morning, but when they got ready to go, a half mile of open water lay between them and the ice, and great fields were drifting slowly eastward. Had the teams got out on it, they would have probably been lost. As it was, some of the teams near Pelee Island were caught, but a northeast wind was blowing, and drove the fields of ice against the shore ice round the island, and they got ashore all well. By the 15th of March there is very little doubt that a clear north passage will extend to the Detroit river, and it may be that a steamer can get into Cleveland by that time, if the south shore ice breaks up.

John Stevenson's steamer Mascot, rebuilt at Hodges' dock this winter, is going to surprise those who remember the old steamer. Her sides have been flared and in putting up her upper works the sheer has been eliminated largely. On her promenade deck there are no center stanchions aft of the companionway, giving a fine place for dancing. She has been provided with twin screws, and is expected to make 18 miles an hour. Her engines have been compounded, a new smoke-stack will be put in, entire new upper works from the water line, and new arrangements of the saloon and rooms. The cost of the rebuild will be about $15,000. The Mascot will run on the Mt. Clemens route, but will also carry excursions.

At the shipbuilding yards of Walter H. Oades I find a new tug building to the order of the Houghton French Ice Co., of the dimensions of 44 feet and to be finished by April 1. There are also three Detroit River light-ships being overhauled, their location at the north and south ends of the Limekilns and the third at Ballard's Reef, with repairs and general overhauling to the light-house tender Haze, forms a fairly good patronage to the Oades yard. In addition to the foregoing they are lengthening the handsome little yacht Dawn by ten feet. She is owned by Mr. Newberry, and the addition will certainly increase her speed, although hitherto she was about the smartest yacht on the river, but it would appear as if the owner wants more out of her.

PORT HURON.

Special Correspondence to the Marine Record.

The tug B. B. Inman, of Duluth, has been bid in by the Jenks Shipbuilding Co. for $50. The firm is the holder of a mortgage for $13,240 against the tug. There are libels against the boat also for over $5,000. The tug is valued at $15,000, and was sold to the Jenks Shipbuilding Co. subject to the mortgage and the libels.

CLEVELAND.

Special Correspondence to the Marine Record.

Capt. Robert Pringle will sail the steamer Siberia the coming season.

The Bessemer barge building at the yard of the Globe Iron Works Co. will be launched the latter part of the month.

Capt. Heinrich, of Detroit, one of the most skilled and scientific navigators of the lakes, is spending a week or two at this port.

Shipmasters and engineers are generally pleased to receive this year a five years' license to prosecute their calling instead of only one as heretofore.

There is plenty of ice at the lower end of Lake Erie and the indications are that it will be quite late before boats can get into Buffalo.

Mr. Russell, of the firm of Russell & Watson, lamp manufacturers, etc., Main street, Buffalo, paid a visit to this port during the week.

O. C. Pinney, Esq., admiralty lawyer, Perry-Payne building, is receiving considerable vessel patronage just now which will no doubt be largely augmented within the next season or two.

The season of navigation between this port and Detroit opened on the arrival of the Grummond Line freight and passenger steamer State of Michigan on Wednesday night, March 10th. The D. & C. Line also begin running today, their first boat leaving Detroit early Thursday morning.

The schooner Brunette, which was driven ashore under the west arm of the breakwater about two months ago, was released on Tuesday and towed inside. Tugs then started to work on the steamer W. L. Wetmore, which went ashore at the same time, and it is thought that she can be released without much trouble.

Dr. R. M. Woodward, for the past two years in charge of the Marine Hospital work at this port, has been detailed to the station at Philadelphia and will shortly leave for that city. The directors of the Chamber of Commerce on hearing the order relating to the doctor's removal passed a set of resolutions regretting the change, etc., and wishing him all manner of good success in his new position.

The strike among union and non-union workmen at the yards of the Globe Iron Works Co. has terminated and the men are back to work again, with some slight concessions apparently made on either side. It has been quite evident that while the officers of the shipbuilding company were firm in the position taken at the outset they were unwilling to bicker over minor points of difference and thus amicably settled the points at issue between their workmen.

The steamer City of Detroit will leave Detroit for this port Thursday morning, and according to the officials of that steamship company, will arrive in this city some time Friday morning. When once started, there will probably be a pretty race between the City of Detroit and the State of Michigan of the Grummond Line, to see which boat will have the honor of "opening navigation." Of course, the boat arriving here first will obtain that honor, and as the State of Michigan has the advantage in the way of an earlier start, the chances are in its favor of beating the D. & C. boat. The D. & C. people say their boat can get through the ice and arrive here on schedule time. So confident are they that they are advertising a return trip to Detroit for Friday night, and subsequent trips every other night from that time on. This by the way as we go to press and the fight has yet to be fought.

The Ore Men's Association, which is supposed to regulate the output and chartering of the majority of ore tonnage for the season, will meet again next week, when some definite action is expected to be taken. The indications are that there will be very little, if any, ore chartering done this month. If it is decided at the

next meeting of the association it will take at least two weeks to fix prices and allotments for the different mines, and it is not likely that any of the shippers will be in the market for tonnage before that work is completed. Vessel owners are taking things easy and are pulling for a late start in every branch of the trade. Rail rates on coal from the Ohio and Pennsylvania mines to the lake are the same as they were last season, but nothing has been done about lake freights yet. Local shippers say that no sales have been made up to date, nor will there be until ore rates are known.

FLOTSAM, JETSAM AND LAGAN.

The new Anchor Line grain elevator at Erie will have a capacity of 600,000 bushels and cost $100,000.

Owen Sound, Ont., in Georgian Bay, is intending to increase the elevator capacity of the town to 800,000 bushels, and to build sheds to store 30,000 barrels of flour.

Supervising Inspector John H. Galwey of Detroit has been at Grand Haven examining candidates for the vacant local hull inspectorship.

Capt. Fred Houghton of Racine goes from the steamer City of Venice to the Zenith City and his place is to be taken by Charles Ainsworth, who was mate of the Thomas Cranage last season.

Capt. James Cunningham, of the steamer Curtis, Toledo, will move to Buffalo, N. Y., this week with his family. The Curtis will trade between Conneaut and Buffalo.

J. J. Hill contemplates adding 2,500,000 bushels capacity to the 3,500,000 bushels that his system at Superior already has and the house in all probability will be of steel construction.

It is now reported that Ashtabula Harbor is to have another shipchandlery. William A. Lloyd, a lake engineer formerly with the Globe Iron Works of Cleveland, will be the manager.

Green Bay marine men are predicting an early opening of navigation. From the present prospect they think that steamers will be able to get out of that port by April 10, which is a week or two earlier than usual.

The Duluth Herald states that orders have been made for the sale of the Inman tugs A. C. Adams, Pathfinder, Edward Fiske, Effie L., Bob Anderson, J. L. Williams and steamer Henrietta, to pay the claims against them.

A dredge is being fitted out at Lorain for work at the Cleveland Shipbuilding Co's site. The river will first be widened to the new dock lines, after which the dredge will commence work on the drydock excavation and the two slips.

Capt. T. J. Southard and wife left Toledo this week for Philadelphia. They will visit New York and Jersey City before returning to their home. Mr. Southard's old partner, Mr. Frank Andrews, keeps the Andrews House in Jersey City.

The Lake Erie car ferrys Shenango Nos. 1 and 2 have been meeting with hard luck this week and in fighting their way through the ice met with some minor damage. One ferry will require a new propeller wheel and new bearings; the other will only want a new wheel.

The small fish tug Toiwo was libeled at Lorain Tuesday on a suit brought by M. Kingsborough of Cleveland. Deputy United States Marshal Kelley made the service. The libel is the result of an account held against the former owners of the Toiwo.

Work on the new elevator of the Northern Steamship Co. at Buffalo is going ahead with all possible dispatch. The contractor has asked for proposals for about 900,000 feet of oak for docking and will need 175,000 feet of elm or tamarack for piling.

Capt. Christopher Peterson, of Marine City, late master of the steel steamer J. J. McWilliams, died last week. Capt. Peterson had been connected with the Gratwick fleet for six years. Prior to going into the McWilliams he had been in command of the W. H. Gratwick and W. F. Sauber.

The Sturgeon Bay Advocate gives currency to a report that Capt. Edward Cox is negotiating for the purchase of the Hart Line steamer Welcome with a view of putting her on the route covered by the steamer City of New Baltimore last season between Milwaukee and Port Washington.

A new vessel company has been organized under the name of the Green Bay Vessel Co. Its incorporators are P. F. Shrall, O. L. Harder and Abigail Harder. The capital stock of the new concern is placed at $50,000. They have purchased the steamer Normandie for $45,000. She was built in 1894 at Green Bay and is of 430 tons capacity.

The tug Chamberlain left Ashtabula Harbor on Tuesday morning for a short run out into the lake to note the presence of ice. The dredge Continental was fired up and started work on the dry dock slip. The ice, which now appears to have left the shore entirely, with a shifting of the winds, interferes with dredging, but unless this happens the work will be pushed with vigor from now on.

Benjamin Colwell and Frank Fisher of Buffalo have brought an action against James Cobell of Marine City and G. Francis of Bay City, Mich., to recover $226.50 alleged to be due them for lightering the C. L. Young, which was caught on Horseshoe Reef in a storm last fall, of 450,000 feet of lumber. The defendants are owners of the vessel. To secure themselves the plaintiffs have secured an attachment for the amount of the claim against the schooner.

Capt. J. C. Ricketson, we understand, has resigned from the management of the Inter-Ocean Transportation Co. of Milwaukee and the firm of David Vance & Co. has taken over the management of the fleet. Poor health is assigned for the reason of the captain's retirement, and no wonder, for he has given the best years and efforts of his life to upbuilding the interests of the Inter-Ocean Co. and we presume that he has his reward.

A crib built of solid masonry surmounted by a tower will replace the piling at the clump or "angle" at the head of Sturgeon Bay as soon as the work can be completed after the opening of navigation. A substantial structure will likewise be erected at the north end of the canal at the same time, from which lights for the guidance of vessels will be exhibited.

Two new St. Lawrence River passenger steamers, to ply between Toronto and Prescott, are still talked of by the Richelieu & Ontario Navigation Co., but it is understood that Canadian builders have not been asked for bids as yet, as it is not intended to have the vessels go into commission until the spring of 1898. The steamers are to be about 265 feet long and of high speed, probably better than twenty miles an hour.

Capt. Richard Horsefall of West Bay City is 72 years old and has sailed 61 years without missing a season. Commencing when 11 years old he advanced, filling all positions until he became master. He has been with the Mills Transportation Co. 25 years uninterruptedly, and the Neal family think as much of Uncle Dick Horsefall and his wife as if they were near relatives. He has probably sailed longer than any shipmaster, and it is doubtful whether another captain on the lakes has seen so long and successful service. He will have a vessel this coming season, and is now at Port Huron visiting the Neals and other members of the Mills Transportation Co.

The attorneys for Frank McLain, in whose favor a judgment of $4,000 was rendered early last month for injuries sustained on the steamer Escanaba through defective running gear, have taken steps to secure the payment of the money. It was recently stated that the liability was entirely covered by insurance against accident, but it turns out to be covered only to the extent of $1,500 or $2,500. The Escanaba is the property of the Escanaba & Lake Michigan Transportation Co., the stock of which is held by the Ira H. Owen estate.

A suit has been begun in court at Marquette by the Pioneer and Arctic Iron companies of Neguanee against the city of Negaunee and the supervisors of the county of Marquette. The complainants' lands in the city of Neguanee were assessed unusually high last year and they objected to pay their taxes. The city was about to enforce collection, and the present suit is brought to prevent either the city or county officials from selling their property for the taxes. The amount of money involved is $3,858.78.

Capt. W. H. Singer, says the Duluth News-Tribune, has returned from a trip down the lakes, where he has been for the past four weeks. He says he will enter upon the season of 1897 with a very satisfactory prospect for a fair share of the vessel-towing at the head of the lakes. He made some contracts in midwinter, and has made others on his late trip to the lower-lake cities. Capt. Singer says he has, in addition to his contracts, many good promises for business. He thinks the prospects for the season of navigation are on the whole encouraging for the vessel interests.

Owners of small tonnage, especially the now old time sailing craft, will be pleased to learn that an unusually large amount of cedar has been got out on the Michigan peninsula this winter. A prominent dealer in cedar at Menominee is quoted as saying that endless quantities of poles, ties and shingles are piled along the line of the Chicago & Northwestern railway between that place and Escanaba. The same can be said of the territory through which the Wisconsin & Michigan, the St. Paul and the Duluth, South Shore and Atlantic pass. All along the Green Bay shore the cedar business has surpassed everything else this winter. The fishermen for the time abandoned their nets and cleared land, heretofore untouched. Hard times also have compelled the farmers to harvest their cedar. The dealers at Menominee and vicinity have spent much money in getting out cedar, and the production is greater than for the past three seasons combined.

LLOYD'S REGISTER OF SHIPPING.

During 1896, 31 steamers of over 5,000 tons each have been classed in Lloyd's Register as compared with 17 duirng 1895. Eight sailing vessels of over 2,500 tons have been classed in 1896, all except one having been built in France. The largest steamers classed during the year are the "Cestrian," 8,761 tons, "India," 7,911 tons, "China," 7,899 tons, and "Algoa," 7,575 tons. The largest sailing vessels are the "Caroline," and "Montmorency," 3,015 tons each, and the "Rhone," 3,011 tons, all built in France. The largest sailing vessel built in the United Kingdom, which was classed during 1896, is the "Lady Wentworth," 2,715 tons.

Of the tonnage classed during the year, 877,174 tons, or 95¼ per cent have been built in the United Kingdom. Among foreign countries, France contributes the largest amount of tonnage.

The return includes a statement showing the countries for which the vessels have been built. 645,345 tons, or 70 per cent, have been built for the United Kingdom, and 275,616 tons, or 30 per cent, for other countries. Among the latter, Germany leads with 84,365 tons; Russia has 49,190 tons; and France 26,956 tons. Denmark and Norway have about 17,500 tons each; various British Colonies, 12,560 tons; and Holland, Sweden and Japan about 10,000 tons each.

TABLE SHOWING THE NUMBER, TONNAGE AND DESCRIPTION OF VESSELS ADDED TO THE REGISTER OF THE UNITED KINGDOM DURING THE YEAR 1896.

(Prepared from information supplied by the Registrar-General of Shipping.)

A.—NEW VESSELS BUILT IN THE UNITED KINGDOM.

1896. Month in which Registered.	Steam.								Sail.								Grand Totals.	
	Steel.		Iron.		Wood and Composite		Totals.		Steel.		Iron.		Wood and Composite		Totals.			
	No.	Tons Gross.	No.	Tons Gross.	No.	Tons Gross.	No.	Tons Gross.	No.	Tons Gross.	No.	Tons Gross.	No.	Tons Gross.	No.	Tons Gross.	No.	Tons Gross.
January	25	37,867	5	751	....	....	30	38,618	1	201	....	....	6	252	7	453	37	39,071
February	36	61,755	7	971	....	....	43	62,726	1	1,109	....	....	18	940	19	2,049	62	64,775
March	33	82,839	5	734	1	35	39	83,608	4	5,088	1	72	13	627	18	5,787	57	89,395
April	34	80,925	9	1,232	2	79	45	82,236	2	3,498	2	214	12	506	16	4,218	61	86,454
May	28	44,311	6	896	2	76	36	45,283	....	....	1	261	17	768	18	1,029	54	46,312
June	37	68,810	6	865	1	40	44	69,715	8	7,401	....	....	21	934	29	8,335	73	78,050
July	31	36,462	4	629	4	177	39	37,268	3	5,803	....	....	9	275	12	6,078	51	43,346
August	31	75,696	8	1,315	3	111	42	77,122	1	1,986	1	245	14	651	16	2,882	58	80,004
September	32	76,147	7	825	3	59	42	77,031	6	3,522	....	....	18	783	24	4,305	66	81,336
October	41	69,141	6	825	....	....	47	69,966	5	3,843	....	....	16	791	21	4,634	68	74,600
November	36	46,048	9	1,566	....	....	45	47,614	2	1,764	....	....	11	500	13	2,264	58	49,878
December	34	70,105	7	984	1	14	42	71,103	3	3,494	....	....	6	492	9	3,986	51	75,089
Total	398	750,106	79	11,593	17	591	494	762,290	36	37,709	5	792	161	7,519	202	46,020	696	808,310

NOTES.

The success of the new monthly publication, The Puriton (111 Fifth Ave., New York), is unparalleled in the history of illustrated magazines.

The firm of Jackson & Church, Saginaw, Mich., are doing a fairly good business inasmuch as they corral all of the new and repair work in their vicinity. They are also worthy of note relative to their castings and general engineering work.

A new illustrated monthly called Navigation, Steam Power and Electricity, has been started in London. It contains 24 pages of reading matter and advertisements; the pages are 9x12 inches.

The Journal Publishing Co., of Bangor, Maine, has issued the second edition of A Cronological History of the Origin and Development of Steam Navigation, by the late Rear Admiral Geo. H. Preble, of the U. S. Navy.

Barry Bros, Independent Tug Line, at Duluth, announce that they will be all ready for operations at the early opening of navigation. It is further stated that they will give service by the most powerful boats at the head of the lakes at the lowest going rate.

There are only 486 square-rigged American vessels afloat, divided as follows: 137 ships, 294 barks and barkentines and 55 brigs and brigantines. These vessels are all of wood, except the iron ships Tillie E. Starbuck and Clarence S. Bement.—American Shipbuilder.

The Standard Rope & Twine Co. have removed their offices from 206 Western Reserve Building, Cleveland, to 801 Spitzer building, Toledo. This port was selected as being a more central point for the distribution of their products. Mr. J. B. Solomon, their agent, reports business as being good.

Half a century has passed since S. Thayer Carr, who lived in Jackson for many years, carried in a grain bag on his back, in 1846, the first specimens of iron ore from the famous Jackson Mine, near Neguanee, to Marquette, some 17 or 18 miles. This was the first ore carried to the lake. The aggregate output of iron ore in 41 years to date is 107,618,540 gross tons. To this immense total the 25 years prior to 1880 contributed only 13,010,705 tons. From that time the increase yearly has been steady and large, culminating in the record breaking figures of 10,420,037 tons in 1895, with the year just passed a close second, on a basis of 9,934,828 tons. There are those who believe that 1897 will outdo this record.

IMPORTANT QUESTION FOR UNDERWRITERS.

In the Edinburgh Court of Sessions, before Lord Kyllachy, judgment was pronounced in an action brought by the owners of the sailing ship Blairmore Company, Limited, Glasgow, for payment of £100, and also £6 13s 4d. The Blairmore was in the beginning of April, 1896, at San Francisco awaiting employment, and on the 7th of that month the owners effected, through their managing owners, an insurance on her hull and materials for £15,000. Of this sum £100 was underwritten by the defendant. On the 9th of April the Blairmore, whilst moored in the Bay of San Francisco, was struck by a squall and sank. The plaintiffs stated that they and the underwriters mutually arranged that tenders should be invited for raising the ship. The master and agents at San Francisco advised the acceptance of an offer to lift the vessel at a cost of £5,760. The underwriters refused to accept the offer, and then the plaintiffs, becoming satisfied that the vessel could only be raised and repaired at an expense greatly in excess of her value, gave notice of abandonment of the ship to the underwriters. They now claimed payment for the full insurance from the underwriters. The defendants denied that the vessel was a constructive total loss, and explained that the underwriters succeeded in raising her in July, 1896, at a cost of about £7,600, which had all been paid by the underwriters prior to the raising of the action. The other writers, he explained, had agreed to abide by the decision in this case.

Lord Kyllachy found that the plaintiffs' statements were irrelevant as founding a claim under a policy as for a total loss, and dismissed the action, with expenses to the defendants. His lordship said he thought it might be taken that the following was the state of the facts as alleged or admitted by the plaintiffs. The Blairmore was lying in San Francisco Bay on tne 9th of April last. On that day she was struck by a squall and sank, and thereby became, at least for the time, a constructive total loss. That, he thought, was hardly disputed. At all events notice of abandonment was given to the underwriters, and although that notice was not accepted, but declined, it must for present purposes be assumed that at the date of the notice the vessel was so placed that of action had been at once brought the owners must have recovered for a total loss. But what happened in point of fact was this: The owners did not at once bring their action, and the underwriters, declining to accept their notice of abandonment, proceeded to raise the ship, and before the action was brought they had succeeded in doing so and in placing her in safety in San Francisco Harbor. The cost was considerable, amounting to £7,600, a cost considerably exceeding what , having regard to the value of the vessel, a prudent owner would have expended for the purpose. That, at least, was the plaintiffs' statement, and accordingly at this stage it must be taken as true that but for the high valuation expressed in the policy, a valuation which, in the event of total loss, actual or constructive, fixed the payment to the insured, the underwriters would not have thought of raising the vessel at so great a cost. They did, however, raise her, and she now lay in San Francisco Harbor, not ready for sea, but capable of repair, and that at a cost which plaintiffs did not allege would be as much as her actual value. These being the facts, the first question which arose was this: Was it necessary for the plaintiffs to aver and prove not only that there was a total loss, actual or constructive, at the date of abandonment, but also that that state of matters continued down to the raising of the vessel? On this head the controversy between the parties came, his lordship thought, to a very narrow point. It was conceded on both sides that the question referred to was one of a kind on which the Scotch courts, having no established rule of their own, were rightly accustomed to follow the rules which had been established in England. It was also conceded that in the law of England—differing from the law of most maritime states, including France and America—it had long been a settled rule that in deciding as between total and partial loss the date to be looked to was not the date of abandonment, but the date of action. All this plaintiffs conceded; but according to them the rule or principle thus expressed meant that when examined only that the insurers, equally with the insured, were entitled to the benefit by way of evidence of all light which might be derived from anything that might have occurred prior to the date of the raising of the action. As to this his lordship had only to say that he was unable to limit the English rule. So limited it would not, it seemed to him, really differ from the French and American rules, which yet it admittedly did. Moreover, on the construction suggested, it would not really be the date of the action, but the date of the trial which would have to looked to. It was not therefore surprising that the pursuers could cite no authority upon this proposition. His lordship had looked into the English authorities, and, rightly or wrongly, they seemed to establish quite clearly that, however well justified the notice of abandonment had been given, yet if before action was brought the situation had changed the insurer had the benefit of the change. There was, however, a second point raised by the plaintiffs which was perhaps more arguable. Admitting they saw that the insurers could take advantage of any accident or any act of third parties bettering the situation of the vessel at the date of action, that did not imply that the insurers could themselves intervene, and by operations of their own, conducted, it might be, at exorbitant cost, convert a total into a partial loss, and so it might be escape from their just obligations under a valued policy. His lordship confessed that he was at first rather impressed by this argument. But on consideration he had not been able to find any sufficient ground for it. If the rule were that the question of partial or total loss was in suspense until the date of the action he had failed to discover any term in the contract of insurance or any rule of general law which should disable the insurers from doing their best in the interval to their advantage. The vessel, they might say, was abandoned and derelict. The underwriters sent in search of her and towed her into port, or she was, as in this case, submerged. They raised her and placed her in a graving dock. His lordship did not see why, having done so lawfully, they should be bound to discuss with the insurers the propriety or cost of their operations, or why, not choosing to do so, they should be bound to charge as for salvage, and to have such charge treated as a charge affecting the vessel. The true position of the matter was just this—that the shipowner in the cases figured had the benefit of a gratuitous, just as he might have had in the benefit of an accidental, salvage, and that his claim under his policy as a claim for indemnity must be considered in view of that fact. It would of course be a different matter if the defendants' interference with the vessel could be construed as an acceptance of the abandonment, or, what came to the same thing, could be held as implying an assumption of ownership. But there were two difficulties in the way of that conclusion. In the first place, as more than once had been decided, salvage operations by the insurers did not per se imply acceptance of abandonment. They only did so when the whole circumstances justified the insured in so interfering. In the second place, there was in the present policy an express clause providing that "the acts of the insurer or insured in recovering, saving or preserving the property insured, shall not be considered a waiver or acceptance of abandonment." His lordship could not therefore hold that the underwriters were not at liberty to raise the ship with a view of converting her even after notice of abandonment from a total into a partial loss, or that the cost which they incurred in doing so fell to be treated as if it were a charge by outside salvors affecting the vessel. The result of the whole was that, as the ship was now raised and in safety, and as the pursuers did not aver that she could not be repaired within her actual value, he must hold this action to be irrelevant, and dismiss the same. This, of course, would not prevent the plaintiffs from bringing, if necessary, another action claiming as for a partial loss. His lordship added that he had pronounced a judgment upon the relevancy at the joint request of parties.

THAT SOUTHERN OUTLET.

Cleveland, Ohio, March 9, 197.

To the Marine Record:

At the last meeting of the Lake Carriers' Association, the sentiment prevailed that gets expression in the old saying, "The survival of the fittest." This was spoken in connection with the smaller vessels being supplanted by the large vessels that are now being built, and have been, for the last year, on the Great Lakes. Much agitation has occurred over the question in the last year with reference to the canals to the seaboard, and this suggests the application of the "survival of the fittest." A large portion of the products of the United States that go abroad must come from west of the Mississippi, and south of the north line of Nebraska and Iowa. A glance at the map of the United States shows at once that this territory is several times larger than the territory north of this line, and north of the Ohio River, east of the Mississippi. Another glance at the map of the United States shows that the distance from this territory to Galveston and New Orleans and Newport News is much shorter than to New York, and the railroad haul in this territory to the ports on the Gulf of Mexico is less than the railroad haul to the Great Lakes. The water haul to the foreign ports, is less then, than by way of the Great Lakes, say nothing about the transfer and railroad haul from Buffalo to New York. Newport News has this same advantage over New York for all of this territory, but perhaps not, in so great a degree, as the ports on the Gulf of Mexico. That this territory is developing rapidly, and that its products are seeking the natural outlet of the shortest and least expensive route is shown by the following figures: There were 16,000,000 bushels more wheat exported from the United States in 1896 than in 1895, but the quantity from New York decreased 2,000,000, while in Galveston the shipments were 3,438,969 bushels; from which port there were no shipments in 1895. New Orleans shipments increased in 1896 3,000,000 bushels over the shipments of 1895.

The shipments of corn in 1896 were 67,000,000 bushels more than in 1895. New York reports a small decrease in shipments; Baltimore has an increase of 17,000,000 bushels; Norfolk, 9,000,000; Newport News, 5,500,000; Galveston, 5,000,000; New Orleans, 16,500,000. The "survival of the fittest" from natural advantages is frequently overcome by the ingenuity and energy of man, by which things are steered into the direction in which his interest demands. The question arises, how much can those interested in lake traffic do to hold the grain trade, and how can it be done? It must seem clear to any one that if the grain is to be hauled by the rounte of the Great Lakes from any section except the extreme Northwest, it must in the near future be taken from the point of lading to the point of unlading in the foreign port without transfer, and by one continuous route. It seems to us that this undertaking will in the near future come upon those interested in lake traffic.

Respectfully submitted,

O. C. PINNEY.

VISIBLE SUPPLY OF GRAIN.

As compiled for The Marine Record by George F. Stone, Secretary Chicago Board of Trade.

Cities Where Stored.	Wheat. Bushels.	Corn. Bushels	Oats. Bushels.	Rye. Bushels	Barley. Bushels.
Albany	.....	50,000	100,000	.....	10,000
Baltimore	489,000	1,767,000	489 000	78 000	.....
Boston	635,000	1,040 000	147 000	1 000	17.000
Buffalo	1 215,000	112 000	203.000	124 000	979,000
" afloat	240.000	225 000	810 000	95 000	.....
Chicago	11,141,000	7,797 000	6,017 000	1,307 000	148.000
" afloat	200,000	3 346,000	615,000	194,000	97,000
Cincinnati	6 000	3.000	10,000	8 000	104.000
Detroit	312,000	95.000	13,000	39,000	25,000
" afloat	.....	.....	.....	.....	.....
Duluth and Superior	4,769,000	43,000	1,939,000	790 000	1,085,000
" afloat	402,000	.....	.....	.....	.....
Indianapolis	125,000	89 000	2,000	.....	.....
Kansas City	382.000	163,000	187,000	11,000	.....
Milwaukee	265,000	5,000	17.000	444 000	86,000
" afloat	.....	.....	.....	.....	95 000
Minneapolis	16 079,000	66 000	843 000	24 000	84 000
Montreal	459,000	23 000	487 000	28,000	49,000
New York	2,836 000	4,618,000	1,927 000	259,000	265 000
" afloat	836,000	255,000	10,000	8,000	63,000
Oswego	16,900	.....	.....	.....	40,000
Peoria	38 000	152,000	111,000	9,000	19,000
Philadelphia	404,000	2,004 000	155 000	.....	.....
St. Louis	735,000	2,231,000	329,000	25,000	3,000
" afloat	.....	199,000	.....	.....	.....
Toledo	984,000	1,874,000	56 000	102,000	.....
" afloat	.....	.....	.....	.....	.....
Toronto	200,000	.....	64,000	.....	44,000
On Canal	.....	.....	.....	.....	.....
On Lakes	.....	.....	.....	.....	.....
On Mississippi	.....	22,000	21,000	.....	.....
Grand Total	42,768,000	26,377,000	13,823,000	3 574,000	3,213,000
Corresponding Date 1896	62,596 000	14 050,000	7,228,000	1,490,000	1,747,000

The Roberts Safety Water Tube Boiler Co. have nearly completed the two large boilers for Mr. Harrison B. Moore's yacht "Marietta," which is nearly ready for launching by the Erie Basin Dry Dock Co. This yacht will be operated on the closed fire room, forced draft principle and is expected to make twenty-three miles per hour. Mr. Roberts had a pair of Roberts boilers in "Marietta No. 1," which made nineteen miles per hour, and a pair of Roberts boilers in "Marietta No. 2," for which twenty-one miles per hour was claimed. This makes the fourth yacht in which Mr. Moore has used Roberts boilers.

MARITIME LAW.

Reliance Marine Ins. Co., Limited, v. New York & C. Mail S. S. Co., et al.

New York & C Mail S. S. Co. et al. v. Reliance Marine Marine Ins. Co., Limited.

(Circuit Court of Appeals, Second Circuit. December 8, 1896.)

General Average—Efforts to Distinguish Fire.

Increased damage by smoke, caused by attempts to extinguish the fire by turning steam into the hold, is no foundation for a general average claim, where there is no means of determining what part of the damage was due to the ordinary action of smoke, and what to the operation of the steam and smoke. 70 Fed. 262, affirmed.

Same—Separation of Interests—Scuttling.

Where, just before scuttling to extinguish fire, part of the cargo is discharged into lighters, and forwarded by another vessel, the separation may be considered to have been, not merely for the safety of the cargo discharged, but also for the benefit of the ship and the remainder of the cargo, and the cargo so forwarded is chargeable for its proportionate share of the expense of salving the ship and the remainder of the cargo. 70 Fed. 262, affirmed.

Appeal from the District Court of the United States for the Southern District of New York.

The Seneca, an iron vessel 279 feet in length, and belonging to the New York & Cuba Mail Steamship Co., sailed from Havana for New York, on Saturday evening, December 23, 1893, with a cargo consisting mainly of hemp, tobacco, and hides. The vessel has a lower hold, a lower between-decks, and an upper between-decks. A passageway or bunker on each side of the engine room in the upper between-decks extends beyond the engine room, fore and aft, to wooden bulkheads, each of them being about 12 feet from the engine room. They are not watertight. A door in each swings on hinges from above. Upon this voyage, these passageways were closely stowed with hemp in bales, some of which were compressed, and some were not compressed. Above this hemp were two ventilators, opening upon the deck, each 14 inches in diameter. 1,658 bales of tobacco were stowed in the after upper between-decks. Of these bales, 221, belonging to Mr. Fortier, of Montreal, were stowed against the wooden bulkheads. About 1 o'clock, a, m., on December 24th, fire was discovered in the hemp in the lower between-decks. Streams of water were turned from the upper between-decks upon the fire for two or three hours, until the men who were at work near the fire were driven back by the heat and smoke. The hatches upon the upper deck were then battened down, and at 3:20 a. m., the vessel started for Havana, when steam was turned into the lower between-decks through perforated pipes two inches in diameter, at a boiler pressure of 100 pounds to the square inch, for the purpose of deadening the fire, and was continually discharged upon it until aboupt 10:30 a. m., when the ship reached Havana, and the furnace fires were drawn. The efforts of steam fire engines to extinguish the fire by water proved unavailing, and at 50'clock þ. m. the captain opened the after hatches, discharged as much cargo as possible into lighters, and then scuttled the ship. Fortier's tobacco, with that of other shippers, was sent to New York in other vessels of the steamship company. The Seneca was raised, and went, with the cargo remaining on board, to New York. Upon the arrival of these several portions of the cargo general average bonds were executed, and thereafter an adjustment of general average was made. The adjusters were of the opinion that the amount to be made good to Fortier for loss on his tobacco was the sum of $2,987.55, such being the amount of damage by water to 64 bales, the adjusters being satisfied that this water damage was received on the lighters as a necessary consequence of the exposure incident to removal preliminary to scuttling. He was also required to contribute upon the value of his whole shipment, which left him owing $934.57 upon the final statement. The tobacco was sold at auction, and realized, over and above expenses, the sum of $4,393.60, making a net loss of $12,766.64. Upon his policy of insurance he received $8,000, and assigned to the insurers his claim against the other interests in general average. He insisted that the net loss above $2,987.55 was attributable to injury caused to the tobacco by the steam before the ship reached Havana, and that this part of his loss should be allowed in general average. The adjustment also compelled Fortier's tobacco to contribute towards the expenses of raising the submerged ship and cargo. The libel of the insurance company was brought to obtain the difference which would result from a proper adjustment of general average. The libel of the steamship company was brought to compel the payment of the amount found to be due from Fortier by the adjustment as made. The District Court dismissed the libel of the insurance company, and decreed in favor of the steamship company. 70 Fed. 262.

CAPT. GEORGE R. HOWES.

Capt. George R. Howes was born of English parents and came with them to this country when about four years old. His parents dying when he was about sixteen years old, he was taken care of by a neighbor, where he remained until he was ten years old, when he struck out for himself to learn the cooper trade in a small town called Maumee, where he remained until he married his present wife, who survives him. Leaving Maumee, he went to Detroit and entered the employ of J. C. Clark, as wheelsman, remaining there until he worked himself up to the postition of master and sailed the steamer "Riverside," plying between Detroit and Amherstburg. Leaving that employ he engaged with S. H. Davis & Co. to sail the fish tug Grayling and in her at Alpena. After fishing for about two years he entered the employ of the Thunder Bay River Boom Co. and sailed the boom tug for about two years, when he was engaged by Alger, Smith & Co.

(THE LATE) CAPT. GEORGE R. HOWES.

to sail their rafting tug, J. W. Westcott, where he remained fourteen years. About a year ago, having saved some money, he gave up sailing and purchased a farm near Carlton in Michigan, where he met his death. He was a members of the Masters' Association, the A. O. U. W., and K. O. T. M. He was highly respected and leaves a host of friends who deplore his untimely death.

AMERICAN HISTORICAL ASSOCIATION.

AGREEMENT OF 1817—REDUCTION OF NAVAL FORCES UPON THE AMERICAN LAKES.

By J. M. Callahan, of Johns Hopkins University.

(Continued.)

Mutual surrender of the frontier forts was not made at once after the war. There were supicions on both sides of insincerity. Dallas wrote Monroe on May 28 that "we must be on our guard." Hostility of the Indians had not ceased. Some of the British officers had persisted in influencing them. It was found, however, that they showed a disposition for peace as fast as the British gave up the posts. By the commercial convention of 1815, in the interest of peace, the United States refused to allow the British to trade with the Indians in United States territory, though it cost her the use of the St. Lawrence River.

Troubles were also arising concerning jurisdiction. The Americans complained of the conduct of the British officers in pursuing deserters into American territory, and in otherwise violating international usage. On the other hand, the British complained of the attempts of a United States officer on the frontier to seduce soldiers from the British service.

The authorities at Washington saw a greater probable source of future trouble in the evident intention of the British to increase their naval force upon the lakes. They had built several new vessels just before the peace, and the London newspapers in August, 1815, had announced that the British cabinet had determined not only to maintain, but also to augment, the armed naval force on the lakes. The fact that an American merchant vessel upon Lake Erie, where the Americans had been dismantling their vessels, had been fired upon by a British armed vessel, will show that there was reason for fearing the results of further augmentation.

On July 22, when taking measures to prevent a United State officer from inuencing soldiers to desert from the British service, Mr. Monroe, in a letter to Mr. Baker (who was temporarily representing the British Government at Washington), seems to intimate the necessity of a reciprocal stipulation in regard to naval forces. At a later date, probably in November, Mr. Monroe had a conversation with Mr. Baker concerning the subject. On December 6, after reporting to Mr. Baker an inquiry into the case of Lieut. Vidal, who had been fined for riot while pursuing offenders into American territory, Mr. Monroe wrote:

"This Government is sincerely desirous, as I had the honor to intimate to you in a late interview, to make such arrangements relating to the force to be kept on the lakes, and to the intercourse between the United States and the British provinces in that quarter, as will effectually prevent these evils."

John Quincy Adams was at this time minister of the United States to London. The information which he had sent on August 29 as to the intentions of the British Government to increase its force on the lakes was confirmed by later news from that quarter, which showed that preliminary measures had been taken. This arming appeared foolish, for it is hardly likely that England could have competed with the United States on the lakes if a policy was adopted of having rival fleets to parade those waters in time of peace. But the United States, anxious for the preservation of peace, was disposed to disarm there. Secretary Monroe wrote to Mr. Adams November 16:

"It is evident, if each party augments its force there with a view to obtain the ascendency over the other, that vast expense will be incurred and the danger of collisions augmented in like degree. The President is sincerely desirous to prevent an evil which it is presumed is equally to be deprecated by both Governments. He therefore authorizes you to propose to the British Government such an arrangement respecting the naval force to be kept on the lakes by both Governments as will demonstrate their pacific policy and secure their peace. He is willing to confine it, on each side, to a certain moderate number of armed vessels, and the smaller the number the more agreeable to him; or to abstain altogether from an armed force beyond that used for revenue. You will bring this subject under the consideration of the British Government immediately after the receipt of this letter."

In accordance with these instructions, Mr. Adams brought the matter to the attention of Lord Castlereagh on anuary 25, 1816. He called his attention to the fact that Canada had been the source of disagreement in the past, and that it might be a source of "great and frequent animosities hereafter, unless guarded against by the two Governments." The proposal of Adams to disarm on the lakes was well received by Lord Castlereagh. He said that everything beyond what was necessary to prevent smuggling was "calculated only to produce mischief;" but he was cautious, and was inclined to look further than to the pacific disposition which was manifested. As at Ghent, he still thought that the lakes should belong to one party, thereby rendering armaments unnecessary. Looking with suspicion to the advantage of the Americans in being near to the lakes, he still thought that England, as the weaker party, should have controlled them, and that in order to preserve peace they should have been made a "large and wide natural separation between the two territories." He feared that an engagement for mutual disarmament would give the United States too much advantage in case of war. To this Adams replied that the engagement would be in favor of Great Britain; that the United States would have her hands tied until the moment of actual war; and that it was impossible for war to arise suddenly without a condition of things which would give Great Britain sufficient time to get ready to build armament on the lakes at the same time with the United States.

(To be continued.)

MARINE RECORD

ESTABLISHED 1878.

Published Every Thursday by

THE MARINE RECORD PUBLISHING CO.,

Incorporated.

GEO. L. SMITH, President.

C. E. RUSKIN, - - - - Manager.
CAPT. JOHN SWAINSON, - - - - Editor.
THOS. WILLIAMS, Chicago, - - Associate.

CLEVELAND, Western Reserve Building. CHICAGO. Royal Insurance Building.

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One Copy, one year, to foreign countries. - - $3.00.
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All communications should be addressed to the Cleveland office.

THE MARINE RECORD PUBLISHING CO.,

Western Reserve Building, Cleveland, Ohio.

Entered at Cleveland Post-office as Second Class Mail Matter.

CLEVELAND, O., MARCH 11, 1897.

The Detroit River commerce, which practically means that of the whole lakes, except local trades, amounted to over twenty-seven million tons last year and an aggregate of more than thirty-four thousand vessels passing that point during the limited season of navigation. The largest seaports of the world, Suez Canal traffic and general avenues of transportation, can by no means show such figures as the foregoing.

The thanks of the Record are due to Messrs. John Bliss & Co., 128 Front street, New York, for a copy of their 1897 nautical almanac containing a complete list of the light-houses of the United States, Canada, West Indies and east coast of South America, and other most useful information. John Bliss & Co. are universally known as first-class chronometer and compass manufacturers, besides being opticians of the highest order.

It is a pleasure to note that in just one week after what has been termed a strike at the yards of the Globe Iron Works Co., all affairs have been amicably settled and the men are back at work, busily employed at the shipyards. Such a prompt settlement speaks very highly for the officials of the Globe Iron Works Co., and yet, knowing the heads of departments, or principals of the firm, as we do, no surprise can be expressed at the early and successful termination of any disagreement or misunderstanding with their employes and the same applies to business and commercial results.

There is to be plenty of competition in the towing business this year at Duluth and owners will probably do well to hold off from making season contracts except at very advantageous figures. The Chicago firm of Barry Bros., known as the Independent Tug Line, will commence towing this season at the head of the lakes. W. H. Singer is also to be in the field and the creditors of the Inman Tug Line have just placed Capt. Inman at the head of a fleet of ten of his old tugs, business for which has already been secured for a part of the season.

With the safe passage of a Detroit steamer between that port and Cleveland, the season of navigation on Lake Erie may be said to have commenced, especially as a second line of boats are also to be put on the route this week. However, it takes "more than one swallow to make a spring," and it will be fully a month yet before general navigation sets in; in fact, so far as vessel owners are concerned, they would like to see the general carrying trade hold off until May 1, as there is no living rate of freight to be obtained in the event of too early an opening of navigation.

SHIPBUILDING.

It is a question if ocean or coast shipbuilding has progressed in the same ratio as on the lakes. It is only a few years or rather to write more correctly a decade ago since a metal steamer of less than three hundred feet in length was called "the bull of the woods," and too large to handle on the lakes. To-day she is a pigmy and we are fast approaching the five-hundred-foot limit with a six to seven thousand ton carrying capacity. However, not to decry what is being done on the Atlantic the following figures presented to us from official sources, will amply verify the progress of lake shipbuilding:

	Length. Ft.	Beam. Ft.	Depth. Ft.	Speed. Knots.
Great Eastern	680	83½	58	11
Campania	600	65¼	43	22
Pennsylvania	560	62	42	14½

It has been sometimes stated in journals of recent date that the Pennsylvania rivals the famous Great Eastern in size, but a comparison of the dimensions of the two ships shows that the new cargo boat, big as she is, is yet a long way behind the leviathan of forty years ago. Large as her bulk appears above water, there is fully as much of it hidden from view below the water line. When she is loaded to her full capacity, her keel will be thirty feet below the surface of the water. She has eight decks in all, the lower deck, between deck, main deck, upper deck, awning deck—all five of these extending throughout the full length of the ship; and above the awning deck is a structure between two and three hundred feet long, in the center of the ship, which contains the saloon deck, the promenade deck, and the boat or bridge deck. The total height from keel to the boat deck is 72 feet, and when the steamer is at her normal draught this last named deck will be 48 feet above the level of the water. The Pennsylvania is propelled by twin screw, quadruple expansion engines of 5,500 horse power. They are built on what is known as Schlick's patent, in which it is sought to secure a perfect balance by arranging the cranks at 100 degrees, 100 degrees, 100 degrees and 60 degrees, the odd spacing being adopted to compensate for the lighter weight of the high pressure piston. The White Star Line intend to discount the foregoing measurements and give us or rather Atlantic travelers a steamer of over 700 feet in length. However, we hold that the lakes are not a whit behind the British in putting forth tonnage to meet the demands of the times and this markedly so at the present times, as is evident from the following report from an agent of the White Star Line that a new steamship, 704 feet in length, has been ordered for the New York service. She will be named the Oceanic, after the pioneer vessel of the company, and when launched will be the longest vessel afloat, the length being 25 feet longer than the Great Eastern, hitherto the longest vessel ever built, and 65 longer than any vessel now afloat or in process of construction. She will be 103 feet longer than the Lucania and Campania, the crack steamships of the Cunard Line, and 139 feet longer than the Majestic and Teutonic, the present express steamers of the White Star Line. The builders of the new vessel will be Harland & Wolff, of Belfast, Ireland, who have built all the White Star steamers—155,105 tons—and who have in hand new steamers for the same company amounting to no less than 103,885 tons (in all 259,080 tons, involving a capital expenditure in Belfast of more than £5,500,000), or twenty-seven million and one-half dollars.

A MARINE WONDER.

Engineer Voss, of the shipbuilding firm of Blohm & Voss, Hamburg, Germany, has completed plans for a giant greyhound that is intended to cross from Southampton to New York in sixteen hours. An ocean trip of sixteen hours between these points means a speed of 190 miles per hour.

Herr Voss submitted a model recently of the projected steamer, together with plans and description, to a meeting of the Hamburg Society of Seamen and Shipowners.

The inventor bases his calculations on a multiplicity of screws. The greatest number of screws now employed in ship building is three. Voss means to use ten screws, and whereas the existing three-screw steamers, notably the United States cruiser Columbia and the German man-of-war Kaiserin Augusta, carry their propellers aft, set in the form of a triangle with the middle screw a little lower than the others, the Hamburg inventor proposes to furnish both sides of his ship with five screws each, distributed at regular intervals from bow to stern. By this means he hopes to give the ship the greatest possible amount of stability and to prevent her from rolling. His plan presupposes that the screws will remain steadily in the water and be enabled to do their work uninterruptedly.

Another important feature of the construction of the ten-screw steamer is the contemplated removal of water friction, which, according to Herr Voss, will likewise be accomplished by the novel distribution of screws.

The four forward screws, two on each side, counting from the bow, are to thrust the vessel forward by the following methods: One blade is to push the water under the ship, while the other throws the water off and drives it away. The two screws under the centre of the vessel and four screws aft at the same time pull and push forward with irresistible force.

The inventor further claims that his ten-screw boat will go just as fast in heavy as it will in calm weather. He is, therefore, confident that the journey from Southampton to New York can be made in sixteen hours during all seasons of the year.

American ship builders and engineers to whom the above information was submitted, said Herr Voss' plans were quite feasible, though they doubted that any person of the present generation would ever cross the ocean in sixteen hours, except by a flying machine or by means of a pneumatic tube.

Chief Engineer Carnegie, of the American Line, said there could be no trouble in working ten screws simultaneously, looking at it from a mechanical standpoint, but he was afraid that a ship so constructed would have to carry so much machinery that there would be little room left for anything or anybody else. However, he thought the matter worthy of the attention of shipbuilders and said his line would watch the experiment with interest. As to the prevention of rolling, he thought that Herr Voss' calculations were about correct.

Lake shipmasters cannot too soon learn that a proper attention to the workings of their compasses, especially in iron and steel steamers, is the keynote to their eventual success in paddling over or across the lakes. The magnetism of an iron or steel vessel is continually changing after being launched, also on account of the various cargoes she may load trip after trip. Futhermore, there are inferior magnetized needles, in fact, it had better be regarded that the dial on a compass is like the dial of a clock and bears no relation to the works inside. It should also be clearly understood that the compass is a purely magnetic instrument and by no means points out the geographical direction on which the vessel may be proceeding. Let us also say that magnetic is not geographical nor is local attraction, variation or deviation synonymous terms, but each distinctly different one from the other.

The members of the committee appointed at the annual meeting of the Lake Carriers' Association to secure a reduction in the cost of discharging iron ore have done nothing yet. A member of the committee said a few days ago that it was useless to try to do anything with the dock managers until prices for ore and lake carrying charges are fixed. The committee is composed almost entirely of Cleveland men, and as soon as any action is taken by the ore men's association, which is expected to settle the matter early next week, they can get to work on very short notice . A few years ago a committee appointed by the Lake Carriers secured quite a reduction in ore handling rates, and the same result will likely apply to the efforts made this season.

STEAMBOAT INSPECTORSHIP.

A lively scramble is in progress for the position of local inspector of hulls in the Grand Haven district, rendered vacant by the death of Capt. Alvan Dodge. The candidates are about a dozen in number and hail from every port of any prominence in the district. Capt. Thomas Honner of the steamer Wisconsin is among the aspirants. Under the civil-service rules all candidates for the position of local inspector must pass an examination before the supervising inspector of the district. This will not eliminate political pull from the contest, however, as in the event of a number of candidates demonstrating equal fitness the selection will devolve upon a Democratic representative in Congress from Michigan, it is almost certain that political antecedents will be closely scrutinized in making a selection for the office, which is now under the civil service rules and the incumbent thereof not so likely to be disturbed every four years as was formerly the custom in many districts.

THE SEASON OUTLOOK.

Secretary Haselton and Treasurer Whaling of the Metropolitan Iron and Land Co., state that no decision has been arrived at yet as to prices of ore for 1897, but that figures will doubtless be agreed to before the season for shipment opens. The indications are, however, that the prices cannot possibly be as high as those of 1896, for the simple reason that Bessemer pig iron, which sold a year ago last fall for an average of $17 and $18 a ton, is today selling for $11 per ton in the Pittsburg market, while steel rails, which were bringing an average of $28 per ton last year, and up to the recent collapse of the combine, are now selling at about $20, orders for thousands of tons having been taken recently at $17 and $18. While these conditions will necessarily lower the price of the ore, the activity in the manufacture of iron caused by the reduction in cost will, it is expected, greatly increase the demands for ore in 1897. As to output and shipments mine owners look for an active season and altogether a prosperous year.

A NEW ICE BREAKER.

Capt. B. B. Inman of Duluth has secured letters patent on a model of a boat designed for ice breaking. He believes the new model of vessel will solve the question of winter navigation on the lakes. The idea is a new one in that the ice is broken by being lifted upward instead of crushed downward.

The form of the bow of the boat is not unlike the bow of a modern war vessel and projects forward under the water. The ram shaped bow lifts the ice and parts it instead of sliding upon it after the methods of the present ice breakers.

Capt. Inman says the ice boat model has been approved by men that are authorities on such matters. His idea is to demonstrate the practicability of the bow and have it adopted by large vessels. He says the large modern vessels of the lakes if equipped with the ice breaking bow would have no difficulty in keeping winter navigation open on the lakes.

A LARGE DIPPER DREDGE.

The Breymann Brothers of Toledo, who have secured a heavy government contract at Boston, Mass., have entered into negotiations with the Bucyrus Steam Shovel Co., at South Milwaukee for a machine which will rank as the largest dipper dredge in the United States. Some idea of the power of the machine can be formed from the fact that it will operate a dipper of 9 cubic yards capacity, whereas the capacity of ordinary dredge dippers is about 4 cubic yards. The hull of the dredge will be built at Boston and the machinery at South Milwaukee. The Breymanns have placed contracts for four dumpscows to accompany the dredge. Two of these are to be built at Toledo and two at Marine City. The scows will have a capacity of 700 cubic yards each. The amount of money necessary to be expended by the Breymann Brothers preparatory to entering upon their contract is placed at $140,000, but it will no doubt greatly exceed these figures.

AMENDED OWNERSHIP LAWS.

According to Revised Statutes, 4131, amended May 28, 1896, vessels registered pursuant to law and no others, except such as shall be duly qualified according to law for carrying on the coasting or fishing trade, shall be deemed vessels of the United States, and entitled to the benefits and privileges appertaining to such vessels; but no such vessel shall enjoy such benefits and privileges longer than it shall continue to be wholly owned by a citizen or citizens of the United States or a corporation created under the laws of any of the States thereof, and be commanded by a citizen of the United States.

A NEW SECRETARY AND TREASURER.

The Record is pleased to learn that Mr. J. S. Porter has been elected secretary and treasurer of the F. W. Wheeler & Co. Shipbuilding Co. of Bay City, Mich., to take effect April 1. Mr. Porter originally hailed from Saginaw and his relations with the Hon. Frank W. Wheeler are already assured to be cordial and long lasting.

A NEW LINE.

A. W. Stevenson of Muskegon, Mich., informed Ludington business men a day or two since that a rich corporation will establish a steamer line from Muskegon to Manistee, touching at Pentwater and Ludington, in the early spring. The line will make connection with Traverse City through Manistee to reach northern summer resorts, with points on the Flint & Pere Marquette line, and with the Epworth League assembly in Ludington, and with all points east and north and southeast, affording us ready communication with Detroit through Muskegon, Grand Rapids and Lansing.

A SANDUSKY REPORT.

The steamer American Eagle has commenced her daily trips between Sandusky and the islands. She made her first run out on Sunday, returning on Monday. There is little ice in the vicinity of Kelley's Island, but west of that point the lake is filled with heavy ice. The rains will soon destroy the soliditv of the big fields and if the weather continues this end of the lake will be entirely free of ice by the end of the week. The steamer did not rturn Tuesday and was lying at Put-in-Bay awaiting the lifting of a heavy fog which prevailed.

CAPT. L. S. SULLIVAN.

The many friends of Mr. L. S. Sullivan, of Toledo, are very properly congratulating him in being elected vice president of the Lake Carriers' Association, at their last annual meeting in Detroit. He was born in 1858, and in 1870 and 1872 was employed in the Toledo Blade office. As a boy he was true and faithful and exhibited those sterling characteristics that have been so conspicuous in his business life—honesty, fine business ability and determination. After leaving The Blade Mr. Sullivan was with

CAPT. LAYFAYETTE S. SULLIVAN, TOLEDO, O.

John Stevens for a length of time. His first venture in the purchase of marine property was in 1882, when he invested in the little steamer Sallie. He next purchased the tug Rooney, and since then has owned part or the whole of about 15 craft. He is now interested in the tugs Schenck, Andrews, Birckhead, and Rooney, steam barge Rust, and schooners Borneo, Schuette and Badger. He has for seventeen years past, or since 1880, managed the offices of the Toledo Tug Line, and has also carried on the business of vessel brokerage. The commodore has worked his way up the ladder of business until he now holds a prominent place, and his election as vice president of the Lake Carriers' Association was a properly deserved compliment.

CHANGE OF NAME.

The Sandusky Fish Co., owners of the steamer J. F. Yattaw, have been granted permission by the secretary of the treasury to change the name of the craft to Ogontz. The Ogontz is a small steamer, which was once a sail yacht and was the property of J. F. Yattaw of Chicago. The grounds for asking the change of name were unusual. The present owners of the boat asserted that the boat had been used in Chicago by a party of gamblers as a transport to a floating resort of questionable character, which was anchored in Lake Michigan. The name was obnoxious to the present owners, as the former uses to which the craft had been put were so well known that a stigma was still attached to the boat.

A LIBEL SUIT.

An action has been brought to enjoin the city of Cleveland from entering into a contract with the Cleveland Dredge Co. for doing the excavation necessary to the widening of the Cuyahoga River from the Main street bridge to the Superior street viaduct. The action was commenced ostensibly by W. E. Rooney of Toledo, though in reality by the L. P. & J. A. Smith Co. of Cleveland. Last Thursday bids were opened by the board of control for the dredging of the river between the two bridges named. There were only two proposals, and that of the Cleveland Dredge So., $14,400 bengi the lowest, the board decided to recommend it to the city council. Suit is now brought because about two years ago the city awarded a five-year contract for dredging to W. E. Rooney of Toledo. The Smith company bid for the work, but Rooney's offer was lower and he was therefore given the contract. He turned it over to the Smith company, however, and the work has been done ever since by that company. The company claims under the terms of the contract awarded to Rooney, and which it is fulfilling, that the city cannot give any dredging work to anyone else until the five years expire. This contract specifically covers the old riverbed, "between the easterly end thereof, and the westerly line of Weddell street; and Sycamore slip from the old riverbed to Main street, and any special dredging that the city may at any time during the term of this contract require to be done."

The Smith company claims that the words "any special dredging" ties the city's hands and prevents it from giving any dredging to anyone else.

The suit has been ruled against him and Rooney will now appeal to a higher court.

COMPASS DEFLECTIONS.

"I feel certain that if a proper system of inspection of compasses were an accomplished fact," says a writer in the London Nautical Magazine, "that out of seven thousand odd steamers under the British flag at the present time, four thousand of their navigating compasses would be at once condemned as totally unfit for reliable navigation, brought about firstly, by their bad position; secondly, by their inferior quality, and lastly, by their false adjustment; and I also aver, were present day shipmasters not constantly on the alert with the Palinurus and taking azimuths, hundreds of steamers would come to grief that now escape destruction by the above mentioned instrumentality."

DETROIT RIVER COMMERCE.

The following are the figures relative to the commerce on the Detroit River during the season of 1896:

Articles.	Tons.
Iron and finished iron	8,451,110
Copper ore	116,412
Coal	7,146,668
Silver ore	240
Building stone	59,561
Cement (680,713 bbls)	113,452
Wheat (83,583,059 bu)	2,532,829
Flour (13,638,612 bbls)	1,363,861
Corn (80,502,178 bu)	2,236,145
Grain (47,142,135 bu)	1,178,222
Flax and grass seed (3,744,944 bu)	117,852
Salt (934,817 bbls)	186,963
Shingles (71,560,000 pieces)	30,000
Telegraph poles (137,180 pieces)	30,000
Logs (55,000,000 B. M.)	110,000
Lumber (948,484,000 B. M.)	1,896,968
Provisions	1,627,662
Unclassified freight	1,700,000
Total	27,240,283

Total number vessels, Detroit River, 34,336; tonnage, 27,240,283.

TIME TO QUIT.

In the course of the evidence in a collision action in the Admiralty Court at Liverpool, Eng., on February 16, a sailor, who was on board one of the colliding ships at the time, said that he was now earning his livelihood on land as a chimney sweep, as he had eight ships sunk under him, as the result of collions, and he had at length come to the conclusion that he had enough of the sea.

LIST OF APPOINTMENT OF OFFICERS.

Inter-Ocean Transportation Co., David Vance & Co., Managers: Steamer Maryland—J. E. Yax, master; M. Conley, engineer. Steamer Manchester—T. Kelley, master; Jas. Grant, engineer. Steamer Manhattan—H. F. Loftus, master; W. R. Patterson, engineer. Steamer Merrimac—Matt Smith, master; Louis Allison, engineer. Steamer Massachusetts—Peter Anderson, master; Wm. Ahem, engineer. Steamer Minnesota—Berlin Sniffin, master; Wm. Pinkham, engineer. Schooner Metacomet—Warren Shields, master.

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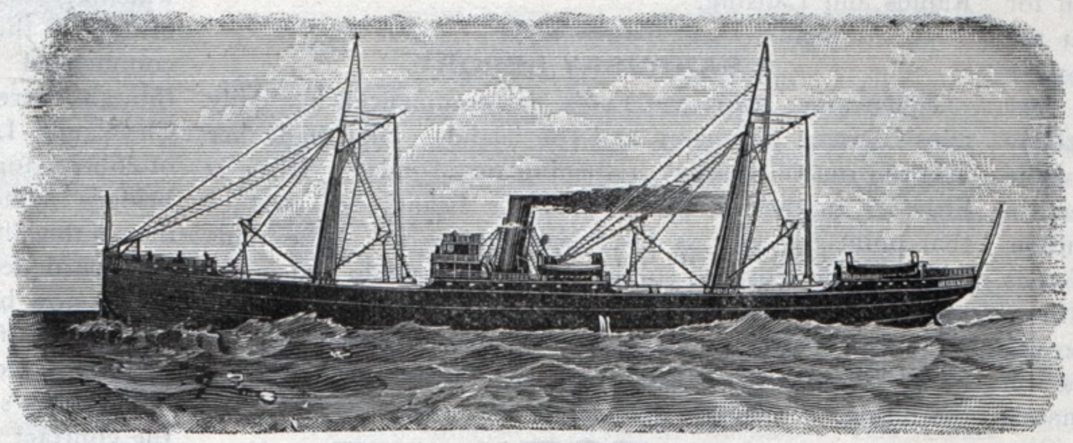

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Wm. Y. Botsford, Port Huron, Mich.: Propeller Colorado—Jno. McLean, master; Thos. Birch, engineer. Propeller Osceola—Jno. McLeod, master; Thos. Morrill, engineer.

Goodrich Transportation Co., Chicago, Ill.: Steamer Virginia—H. E. Stines, master; G. P. Roth, engineer. Steamer Indiana—A. Gallagher, master; R. Flint, engineer. Steamer Iowa—A. Gallagher, master; J. Buschman, engineer. Steamer Atlanta—Wm. Nicholson, master; W. H. Jerome, engineer. Steamer City of Racine—John Wilson, master; P. Weber, engineer. Steamer City of Ludington—Ed. Carns, master; J. Callan, engineer. Steamer Chicago—J. Munger, master; F. Neidert, engineer. Steamer Sheboygan—D. Cochrane, master; J. Weber, engineer. Tug Arctic—J. Thayer, master; T. Dorey, engineer.

Henry Leisk, Milwaukee: Steamer P. J. Ralph—Henry Leisk, master; W. J. Bolton, engineer. Schooner Harold—Thos. Leisk, master.

R. P. Fitzgerald & Co., Milwaukee: Steamer Philip D. Armour—F. D. Chamberlin, master; J. R. Mason, engineer. Steamer Wiley M. Egan—Fred Howe, master; Fred Coleman, engineer. Steamer R. P. Fitzgerald—Leslie E. Boyce, master; B. McNeill, engineer. Steamer John Plankinton—Lewis H. Powell, master; Wm. G. Fell, engineer. Steamer Denver—Peter Christenson, master; John Smith, engineer. Steamer Omaha—Hawley M. Boyce, master; C. Benschneider, engineer. Steamer Pueblo—Duncan Stalker, master; Alex.Staley, engineer. Steamer Topeka—Albert Gibbs, master; A. W. Wilcox, engineer.

G. K. Jackson, Bay City: Barge Celtic—Curtis Jackson, master. Barge G. K. Jackson—Chas. K. Jackson, master.

The Buckley & Douglas Lumber Co., Manistee: Steamer Edward Buckley—Charles Gnewuch, master; Richard Winkler, engineer.

Union Transit Co., Buffalo: J. V. Moran—David O. Bordeaux, master; Jas. H. Countryman, engineer. J. M. Nicol—Wm. McLean, master; Geo. E. Tretheway, engineer W. H. Stevens—John H. Maloy, master; John E. McSweenie, engineer. Eber Ward—Murrag G. McIntosh, master; John R. Judge, engineer. Jas. Fisk, Jr.—Norman McGuire, master; Jas. M. Oag, engineer. Avon—John L. McIntosh, master; Fred F. Sherwood, engineer. Portage—S. E. Chatterton, master; Geo. Haig, engineer.

C. T. Morley, Marine City: Steamer W. B. Morley—J. A. Nicholson, master; P. Caniff, engineer. Steamer St. Lawrence—Al. Senghas, master; Tib. Durant, engineer. J. J. Hill—John Andrews, master.

Republic Iron Co., Cleveland: Steamer Republic—J. A. Landfair, master; William Lowe, engineer. Steamer Specular—Chas. Hinslea, master; A. E. Bury, engineer. Steamer Continental—Wm. Megarvey, master; John Smith, engineer. Schooner Magnetic—Harry Rogers, master. Schooner Grace Holland—W. A. Black, master.

Lake Superior Iron Co., Cleveland: Steamer La Salle—Wm. Ames, master; Frank Steadley, engineer. Steamer Joliet—E. T. Rattray, master; F. B. Smith, engineer. Steamer Wawatam—Edward Mooney, master; Edward Dempsey, engineer. Steamer Griffin—O. W. Green, master; W. T. Walker, engineer. Steamer Andaste—Emil Detlefs, master; Wm. H. Kennedy, engineer. Steamer Choctaw—Benson Fox, master; C. E. Walsh, engineer.

Niagara Navigation Co., Toronto: Chippewa—J. McGiffen, master; R. McCaul, engineer. Corona—W. H. Solmes, master; Wm. Walsh, engineer. Chicora—J. K. Harbottle, master; H. Parker, engineer. Ongiara—H. J. McIntyre, master; M. Carl, engineer.

West Division S. S. Co., Milwaukee, Wis.: Steamer F. Pabst—D. Sullivan, master; James Bennett, engineer. Steamer Wm. H. Wolf—W. Lund, master; Thomas Albrighton, engineer.

Chas. Hebard, Pequaming, Mich.: Propeller Charles Hebard—James Parsons, master; Wm. Schumaker, engineer. Schooner Annabell Wilson—Daniel Nathan, master. Schooner Aloha—Wm. Elliott, master. Schooner Annie M. Peterson—Charles Bough, master.

Edward Smith, Buffalo: Steamer Thomas Cranage—John S. McNeil, master; E. L. Lafrania, engineer. Steamer City of Venice—Charles Ainsworth, master; D. Pierce, engineer. Steamer City of Paris—E. D. Ballentine, master; E. Pierce, engineer. Steamer Samoa—John Isbister, master; Lewis Minnie, engineer. Steamer Samuel Marshall—August Jean, master. Schooner S. J. Tilden—John Burke, master.

The Stevenson Line, Detroit: Steamer Mascotte—N. L. Stewart, master; Irvine Morrison, engineer. Steamer John H. Pauley—Oliver Bushaw, master; engineer not appointed. Steamer Sakie Shepherd—Antoine Rapinaw, master; Jno. Elsey, engineer. Steamer Bessie—W. G. Jock, master; Wm. Craig, engineer.

C. R. Jones & Co., Cleveland: Steamer Aragon—W. E. Chartran, master; Warren Tilton, engineer. Steamer Argo—Geo. L Cottrell, master; John Golden, engineer. Steamer Argonaut—J. H. Warwick, master; Walter Harling, engineer. Steamer Rhoda Emily—Geo. McCullagh, master; Wm. Westbrook, engineer. Steamer Preston—W. J. Harlow, master; M. McNamara, engineer. Steamer Desmond—L. F. Hunt, master; Incog. Steamer Nelson Mills—D. H. Woodford, master; B. Hanson, engineer. Steamer Leland—C. M. Ennes, master; C. J. Jubenville, engineer. Steamer M. C. Neff—No appointments. Barge Chas. Wall—Alonzo Carter, master Barge John O'Neil—Geo. P. Leon, master. Barge Sunshine—F. H. Hubbard, master. Barge Hattie—Robinson, master. Schooner Delos De Wolf—Harry May, master.

NOTES.

The Hilles & Jones Co., of Wilmington, Del., has just issued a very handsomely illustrated catalogue, numbered "N," which shows some of the tools which this firm manufactures for iron shipbuilders, boiler makers, etc., including punchers, shears, plate-bending rolls, etc. The company has always been famous for the excellence of their catalogues, and this is fully up to the high standard of previous numbers.

The Germanischer Lloyd Internationales Register.—Through the courtesy of Mr. V. F. Lassave, Surveyor, we have received a copy of the "German Lloyds Register" for 1897. As usual with this publication it is full of valuable information concerning the shipping of Germany. A new feature this year is a list showing the vessels built in Germany during 1896, and a formidable list it is, both in point of the number of vessels of all classes constructed as well as of their tonnage. A glance through the list confirms the statement, often made of late, that the German shipyards have been overcrowded with work. We notice, too, that nearly, or perhaps quite all, vessels owned in Germany are classed in Germanischer Lloyd which has the support of the Imperial German Government and of the Boards of Trade, etc., of the seaboard cities. A mark of confidence in the reliability of the Lloyd, which is very commendable in all concerned. The Register is handsomely and substantially bound, and will doubtless receive the patronage which it fully deserves.

NEW PUBLICATIONS--LITERARY NOTICES.

"St. Nicholas," for February, contains two articles appropriate to this month, which brings the anniversary of Lincoln's birth. One is entitled "The Birthplace of President Lincoln," by George H. Yenowine. The second describes the boyhood of Willie and Tad Lincoln in the White House, when they were "just boys" and having a jolly time in spite of official surroundings.

The "Youth's Companion" for February 18 is made more than ever attractive outside by a brilliant cover, bearing a striking likeness of the father of his country. Inside it has, as usual, many stories, poems and sketches. The main article of general interest this week is one upon the "Early Days of the American Post-Office," contributed by Postmaster-General Wilson. It gives besides many curious anecdotes of old times, and many interesting facts and statistics about the post-office which illustrate the nation's growth. In Washington's day there were 75 post-offices in the United States. Under Mr. Cleveland's administration there are more than 70,000. In the first half year of Mr. Jefferson's presidency the entire revenue of the post-office would not cover the amount now expended to pay the salaries of one-half of the letter-carriers in Philadelphia alone. In fact, as Mr. Wilson shows, the Post-Office Department of the United States is to-day the largest business machine that has ever existed in the world. He closes his very interesting article with the remark that the Universal Postal Congress, which meets once in five years, and whose next session will be in Washington, in 1897, is a visible and potential realization of the poet's "Parliament of men, the federation of the world."

"Sunshine," a California magazine, describes the work of exploration and investigation in the Southwest, to which is given the distinction of having trained and made famous the first and only corps of scientific students of history and ethnology this country has ever had. "Of the present workers in this young school of American science, the dean—in point both of years and of absolute solidity—is Dr. Washington Matthews, U. S. A." The first writer of English who gave anything like a true picture of the American Southwest, was, we are here told, "that unjustly neglected traveler, Mayne Reid. He was not a man of scientific (nor of literary) training, but he was a splendid observer, an honest chronicler, a man of sound common sense, and he was the first Saxon that ever loved the Southwest." The most definite scientific work on the Southwest was done by Lewis H. Morgan. Next to him and greater, heir and disciple of him and of Humboldt, came Adolph F. Bandelier. Of other authors this writers says: "A few Government reports—like that of Lieut. Wheeler's survey in the 'Fifties, and Simpson's studious researches—and here and there a passage in some book of travel, have increased our knowledge. But the more pretentious books, few as they are, have multiplied darkness rather than light. Davis' "History of New Mexico" was a good book, for its day, but is utterly lacking in documentary knowledge. Gov. Prince's history was made simply to sell at a territorial fair, and is absolutely worthless. H. H. Bancroft's works have one value—as bibliographic indexes of sources—but the chapters were written by a corps of cheap newspaper reporters and other incompetent men, and to anyone but the most thorough expert his 'histories' are more dangerous than helpful. The works of Schoolcraft and Catlin, monumental as they are, were done before ethnology became a science, and rest largely on inadequate data."

The question is whether France is to be satisfied with a navy inferior in number and speed—to mention only those two factors in a fight—which admits of pompous promenading and platonic exhibitions, but leaves her unable to face her redoubtable rivals with any chance of success, such as the enormous sacrifices to which the mation has cheerfully consented, should assure her. Certainly not! France, mutilated, excepts of her army and of her navy to efficiently keep watch of her frontiers on land and sea, so as to insure a perfect integrity of the territory. Against so many foes, the enterprise is vast. Thus no chance must be neglected. Thus the government of the Republic owes to the bravery of the combatants on sea and land to supply them with the best implements of warfare. To achieve this end, it is necessary to follow day by day the progress of science, and when the changes commanded by the progress of science are opposed, it is indispensable that mere routine be crushed in order that the country may be saved! Against abuses and ignorance, against presumptuous incapacity, against farovitism, routine, and the thousand forms of folly of the administration, which twenty years ago came so near crushing us forever, the new generation has the duty of struggling to the end. At least let the teachings of past defeats be of some benefit. Let the new generation turn away from the fallaciousness of official optimism, let it exact full light, make out plain truth; and, to uphold France, let it reckon no more on former so-called saviours, sadly embodied nowadays in impotent officials, but on the eager watch, on the stubobrn labor of every hour, on the will forever present to give at any time its full effect to the courage of a nation of which the curtailed territory proves that the greatest bravery is powerless to command victory if it is not assisted by systematic preparations during time of peace.—From "The French Navy," by M. George Clemenceau, in "North American Review" for March.

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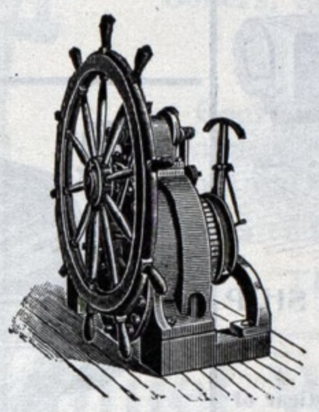

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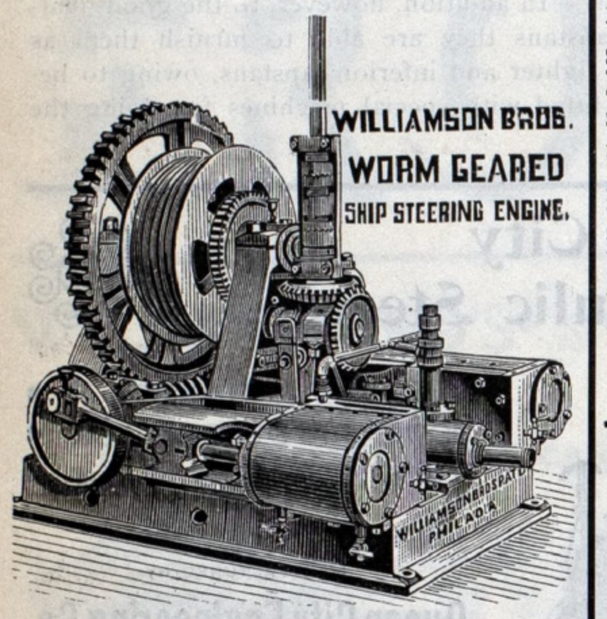

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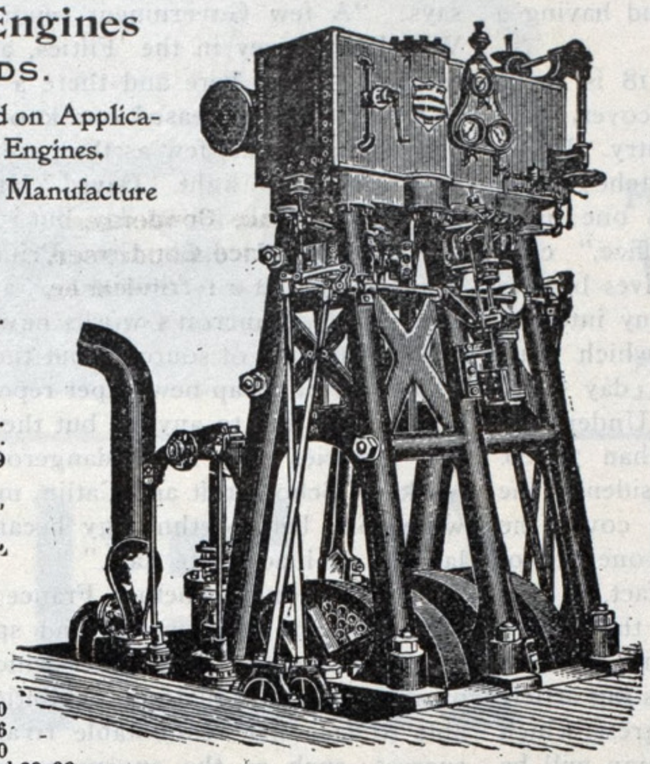

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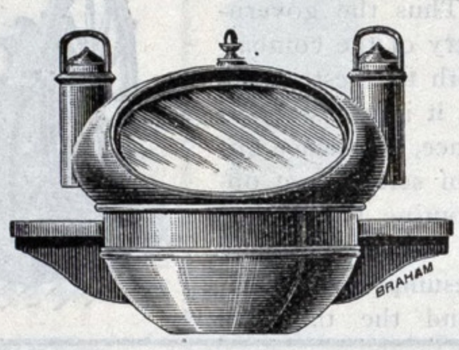

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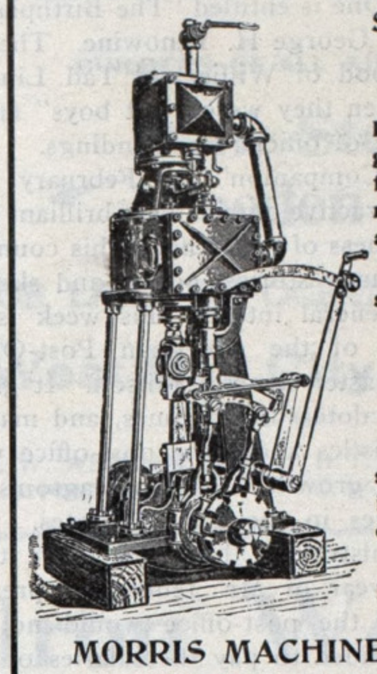

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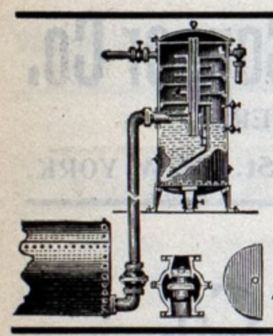

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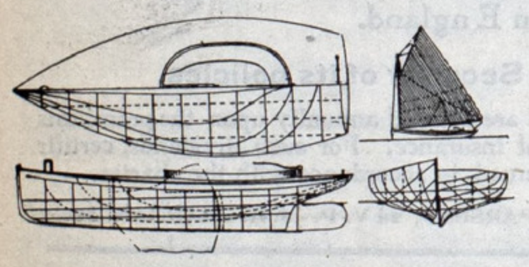

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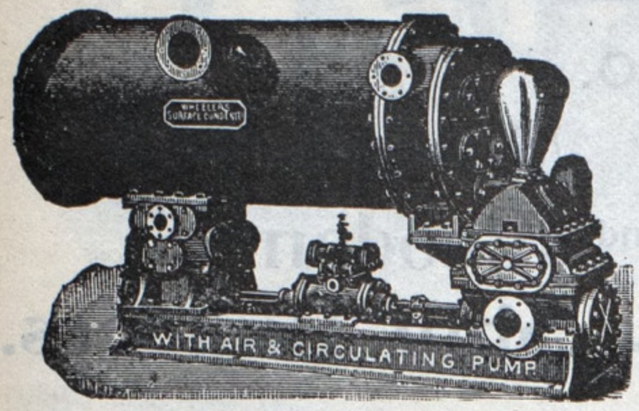

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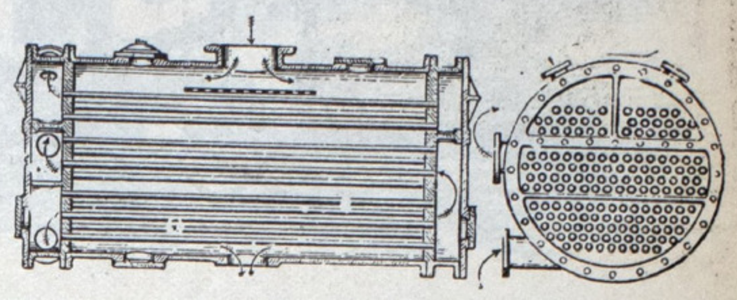

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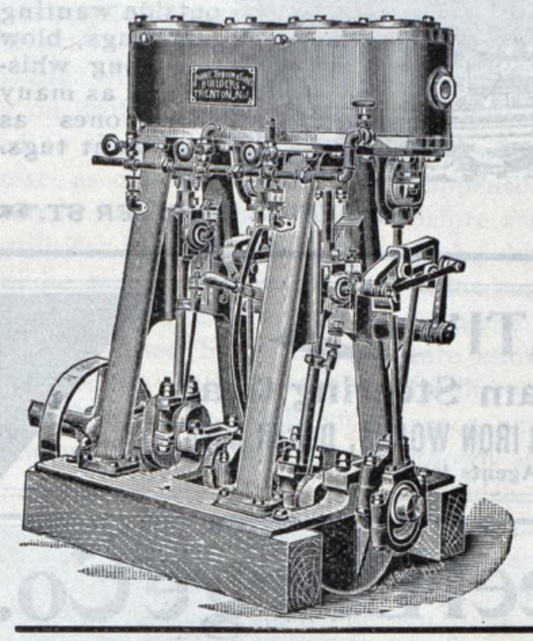

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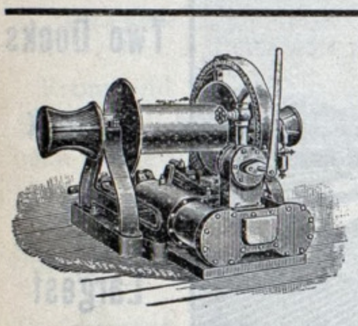

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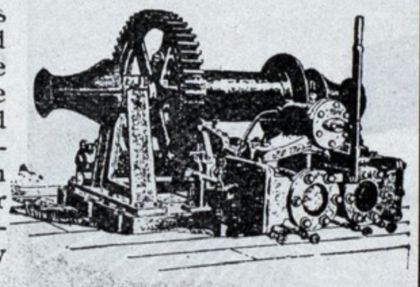

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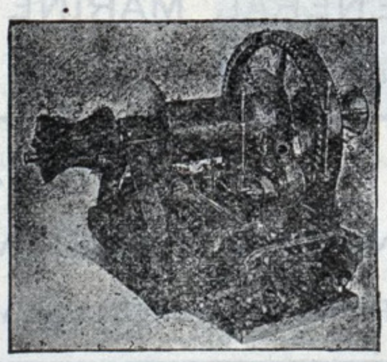

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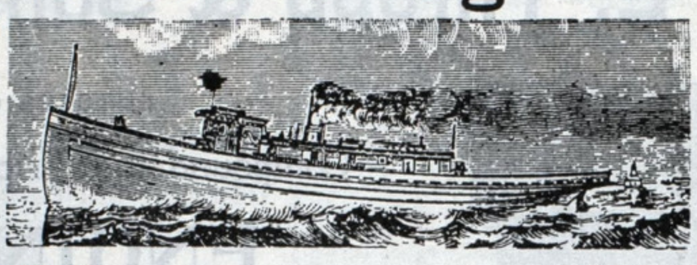

First-class Tugs, Steam Pumps, Divers, Hawsers, Lifting Screws, Etc., furnished Promptly on Orders by Telegraph or otherwise.

Steamers when outside wanting our Tugs, blow one long whistle and as many short ones as they want tugs.

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The "CINCINNATI"
Automatic Steam Steering Gear.
Simple, Powerful Machine. Noiseless and Sure. Send for Circular.
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Agents for the Lakes.

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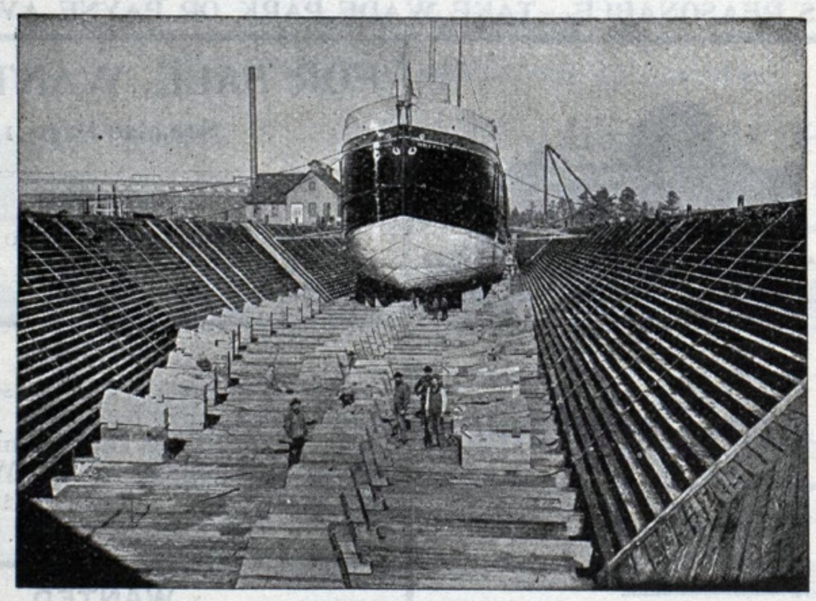
Of all Classes built on shortest possible notice at our yards at
WEST SUPERIOR, WIS., and also at EVERETT, WASH.

PHOTOGRAPH OF 300-FOOT BOAT IN DOCK.



Plates and Material always on hand to repair all kinds of Metal Ships in Shortest Time.

Best Quality of Oak in Stock for Repairing Wooden Vessels of all Classes.

SIZE OF DOCK

Length, Extreme	587	feet.	Entrance, Top	55	feet 9 in.
Breadth, Top	90	" 4 in.	Entrance, Bottom	50	"
Breadth, Bottom	52	"	Depth over Sills	18	"

LARGEST DRY-DOCK ON THE LAKES.

Prices for Repairs and Docking same as at Lower Lake Ports.

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A Number of Propeller Wheels in Stock at Dry-Dock.

A. Gilmore's Sons,

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EAST SIDE, NEAR IRONVILLE, - - - TOLEDO, O.

Dimensions of Dock, 236 feet long, 55 feet wide at top and 37 feet wide at gate. Nine feet water over sill. RATES OF DOCKING, Ten Cents per registered gross ton for vessels over 200 tons. Jig Mill and Planer in connection with Dock.

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Paint Your Vessel with Superior Graphite Paint

NO BLISTERING, CRACKING OR SCALING.

Made especially for Stacks, Decks, Sides, Hulls, and Water Compartments. Strictly Anti-Rust, and most durable and economical.

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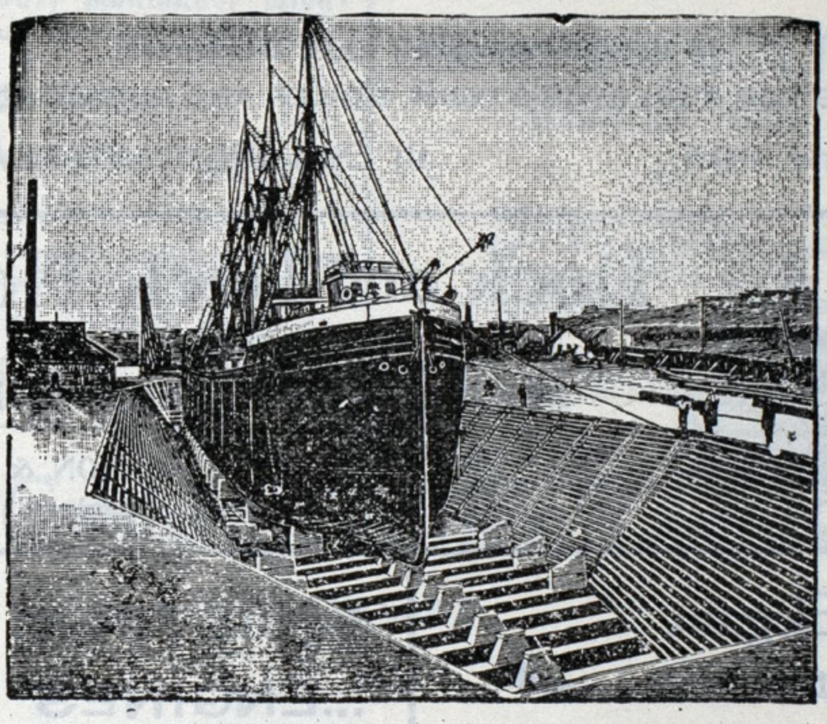
THE SHIP OWNERS DRY DOCK CO.

Largest DOCK YARD on the GREAT LAKES.



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Being equipped with Lucigen Lights we do work at night as well as day.

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